

What can we learn from the comparisons of aerosol simulations by GMI and GOCART

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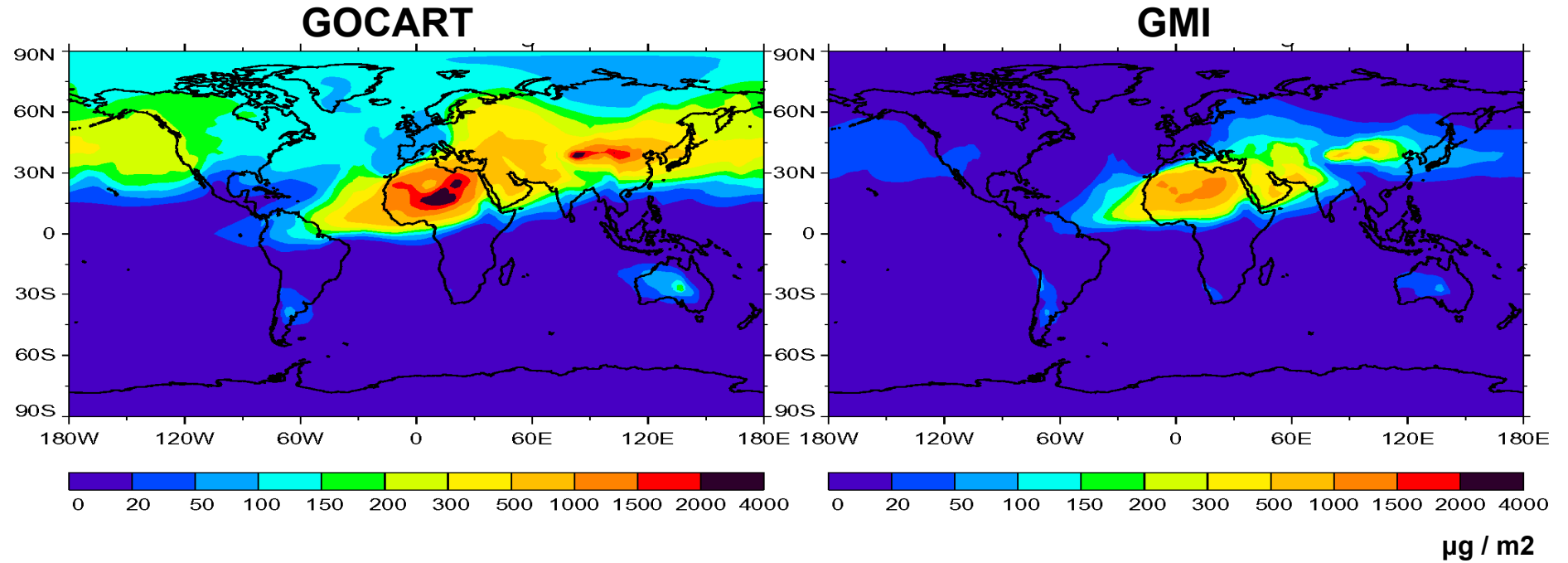
Motivation

Use GMI as a test bed to identify and reduce uncertainties in global aerosol simulations

Approach

- Compare aerosol simulations from two offline global aerosol models: GMI and GOCART
- **Similarity** of the simulations: same spatial resolution; same driving assimilation meteorological fields (**GEOS4**); and same dynamical transport.
- **Differences** in the simulations: different emission, wet scavenging, chemistry, and aerosol optical properties. (Simulations indicate uncertainties due to these processes)
- The study period is April 2001

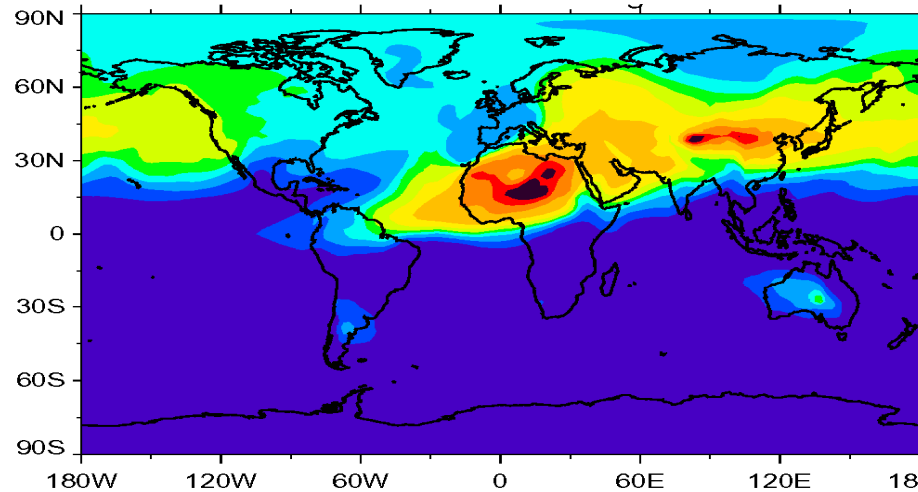
Column Dust



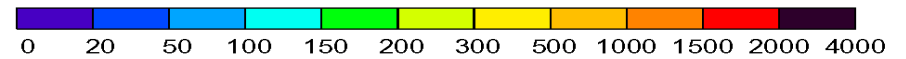
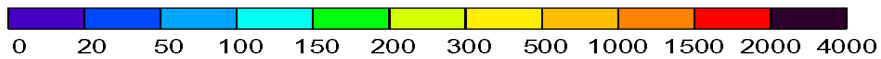
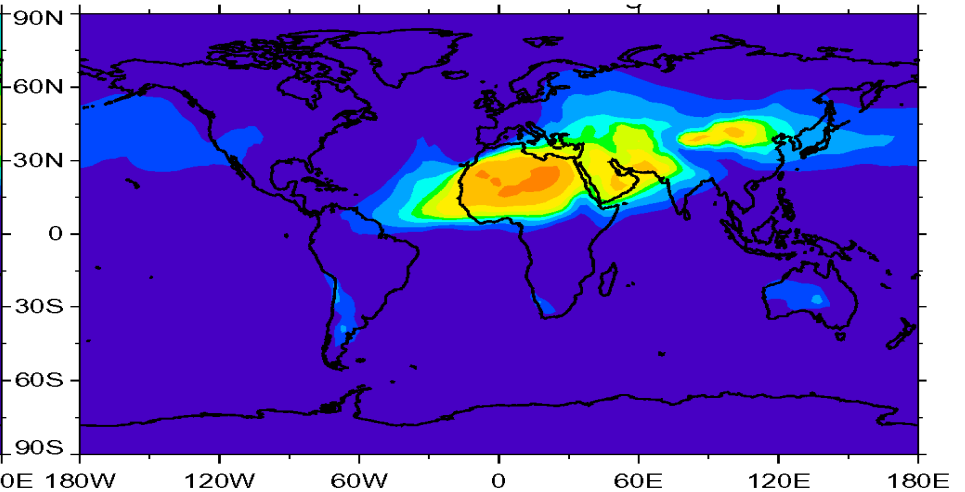
	burden (Tg)	lifetime (days)
GOCART	67.9	5.1
GMI	20.7	4.2

Column Dust

GOCART

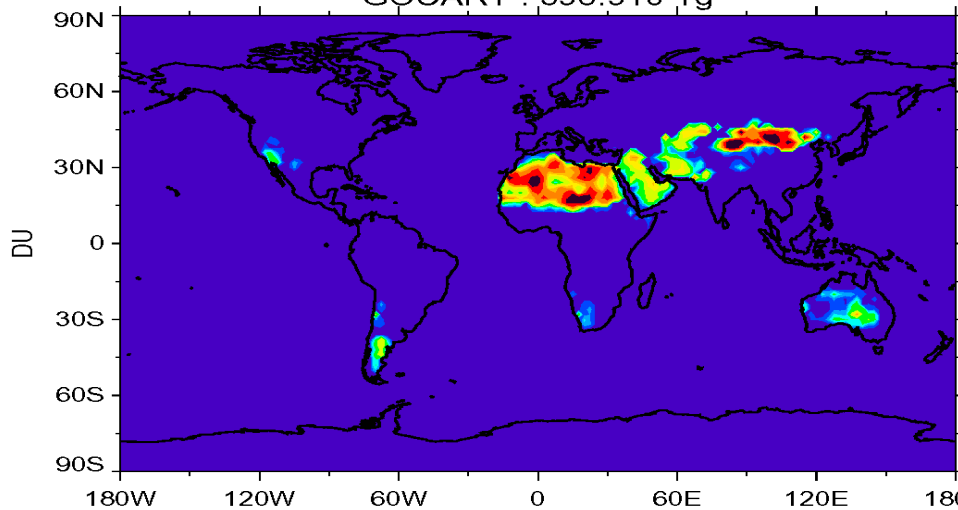


GMI

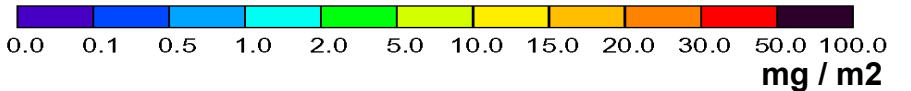
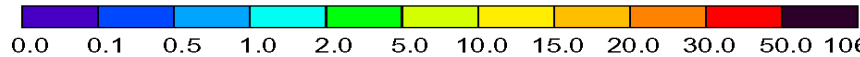
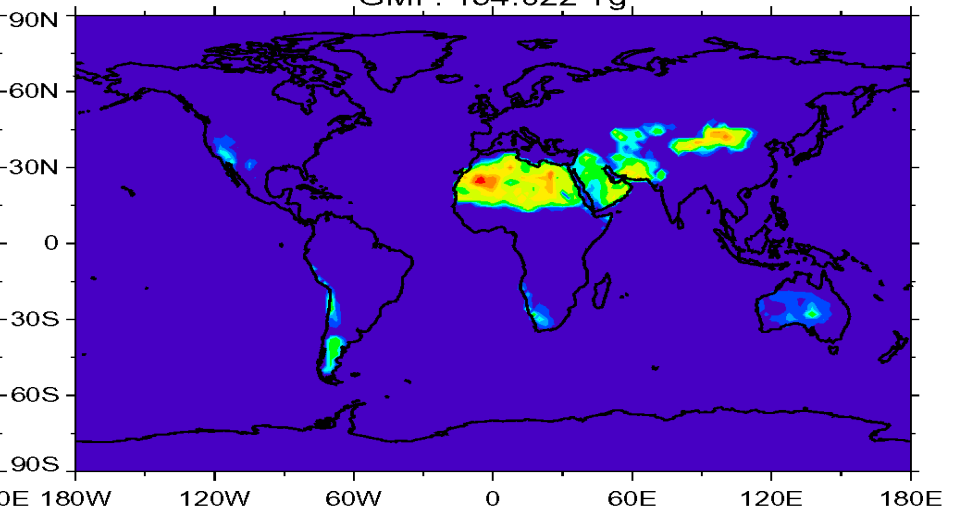


Emission

GOCART : 398.910 Tg



GMI : 154.022 Tg



Emission Dust

GOCART

Ginoux's algorithm

Online calculation

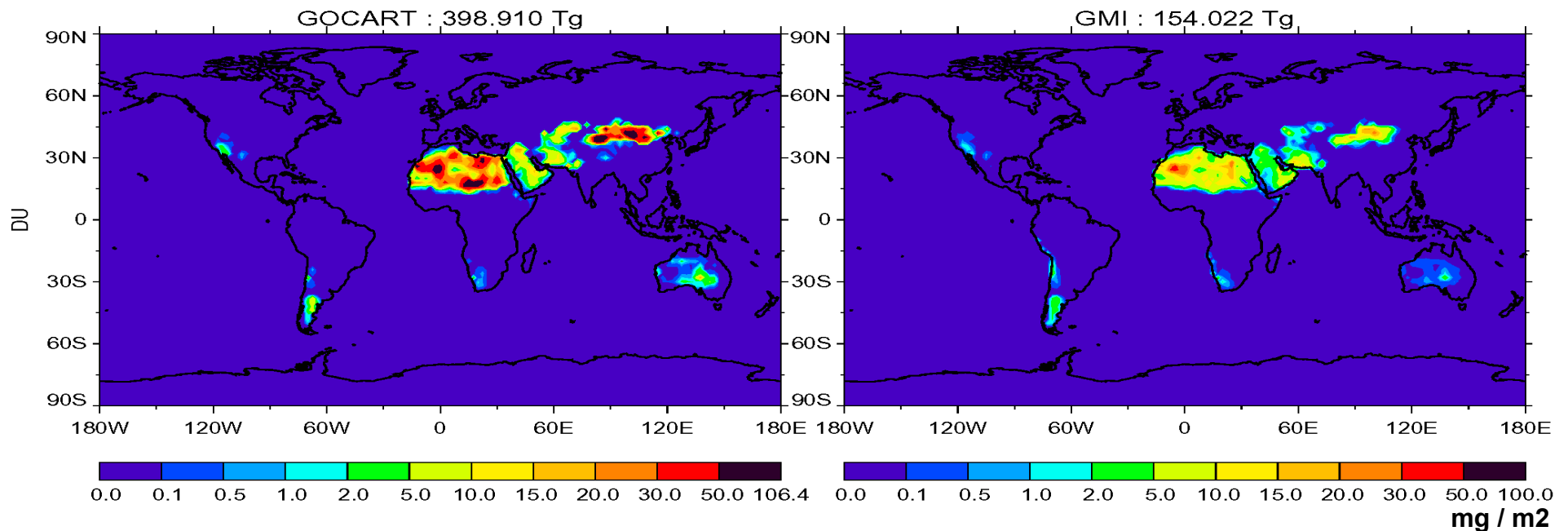
(from archived winds, soil characteristic, etc.)

GMI

Ginoux's algorithm

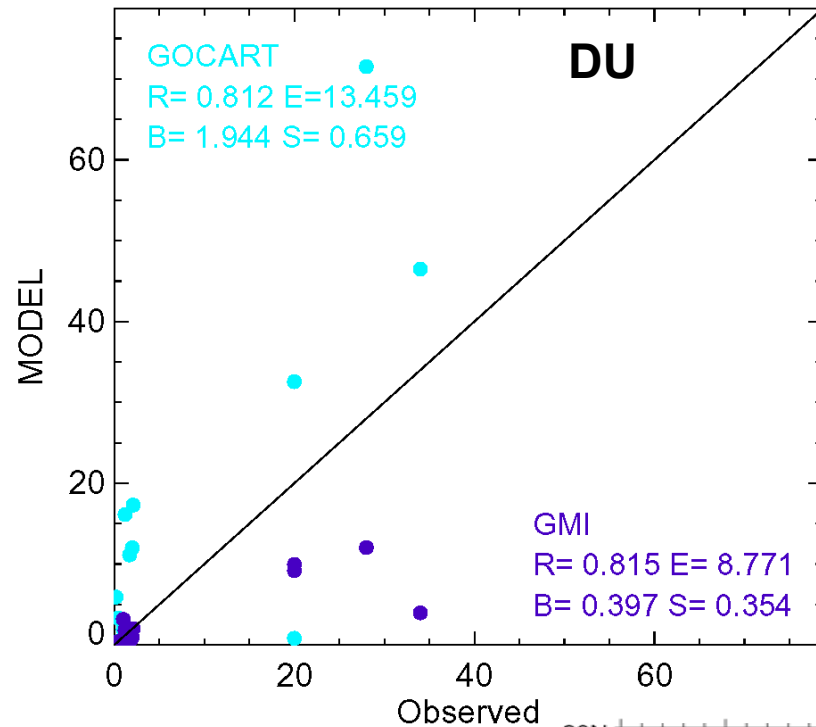
Read in Ginoux's dataset

(every 6 hours)

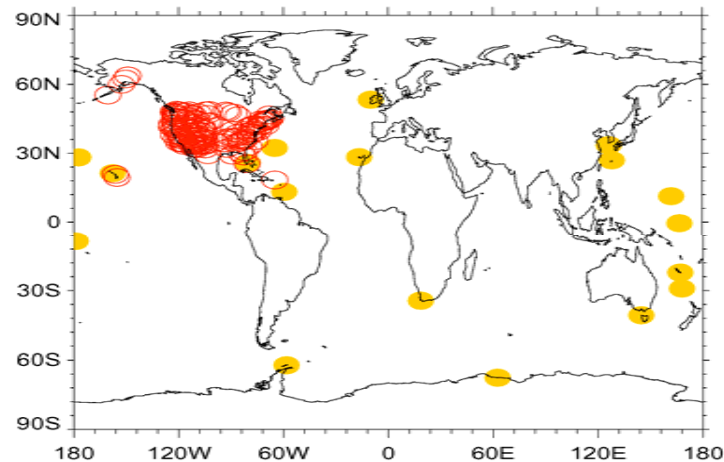
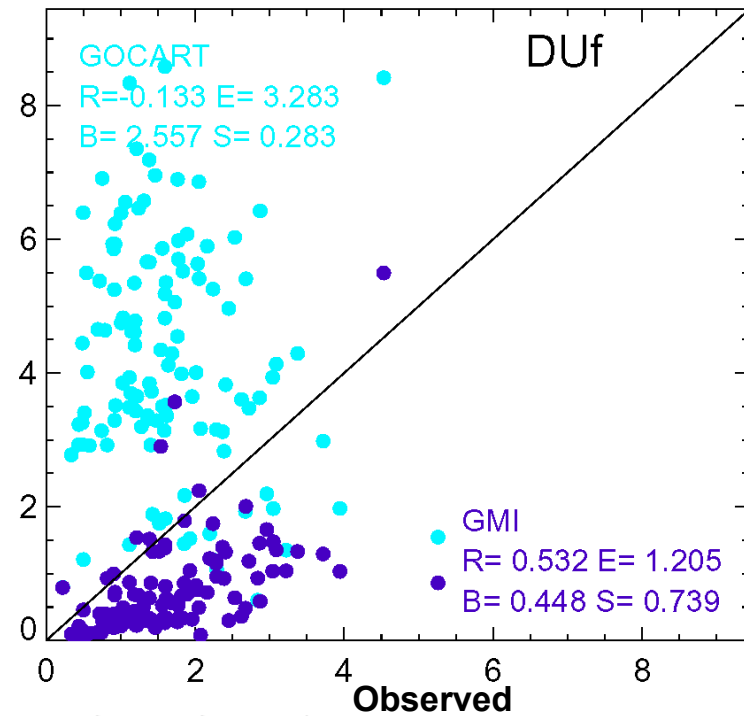


Model-Observation Comparisons (Dust)

Global



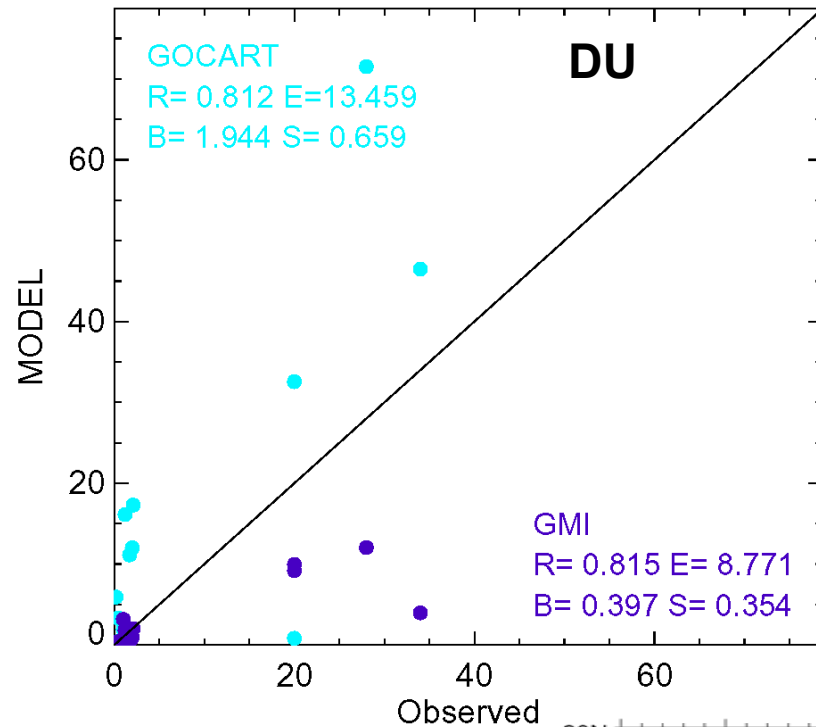
North America



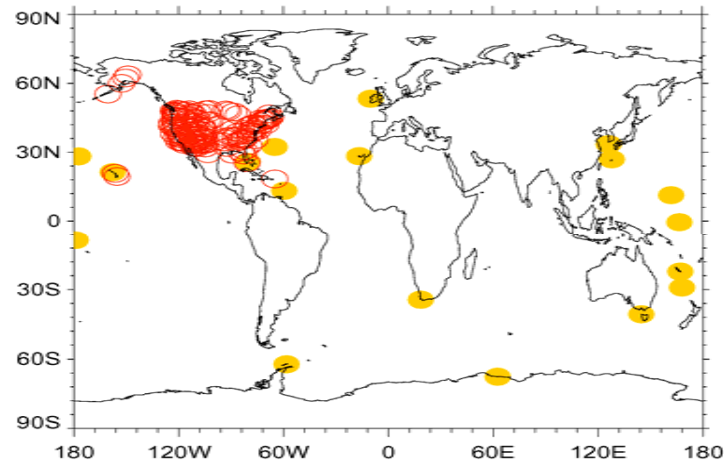
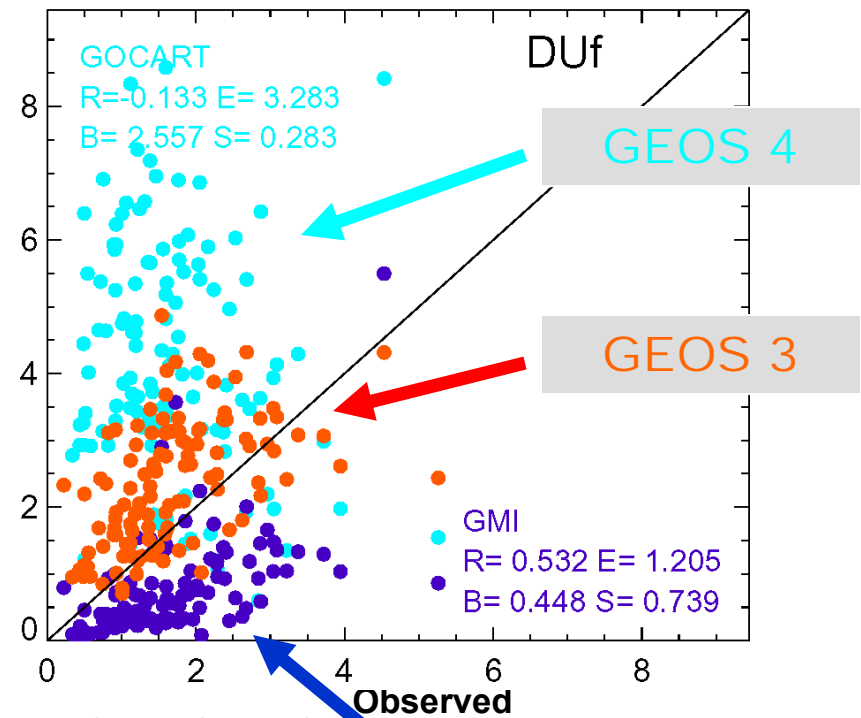
Station sites

Model-Observation Comparisons (Dust)

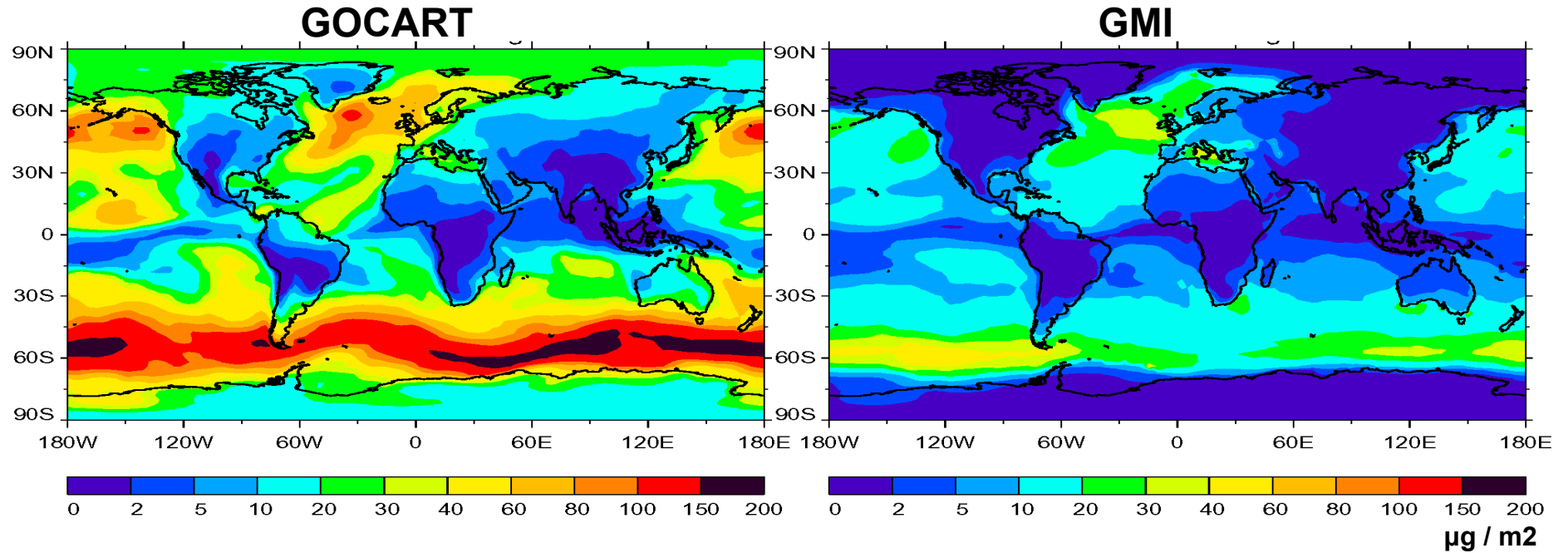
Global



North America



Column Sea Salt



	burden (Tg)	lifetime (days)
GOCART	18.1	0.74
GMI	4.8	0.47

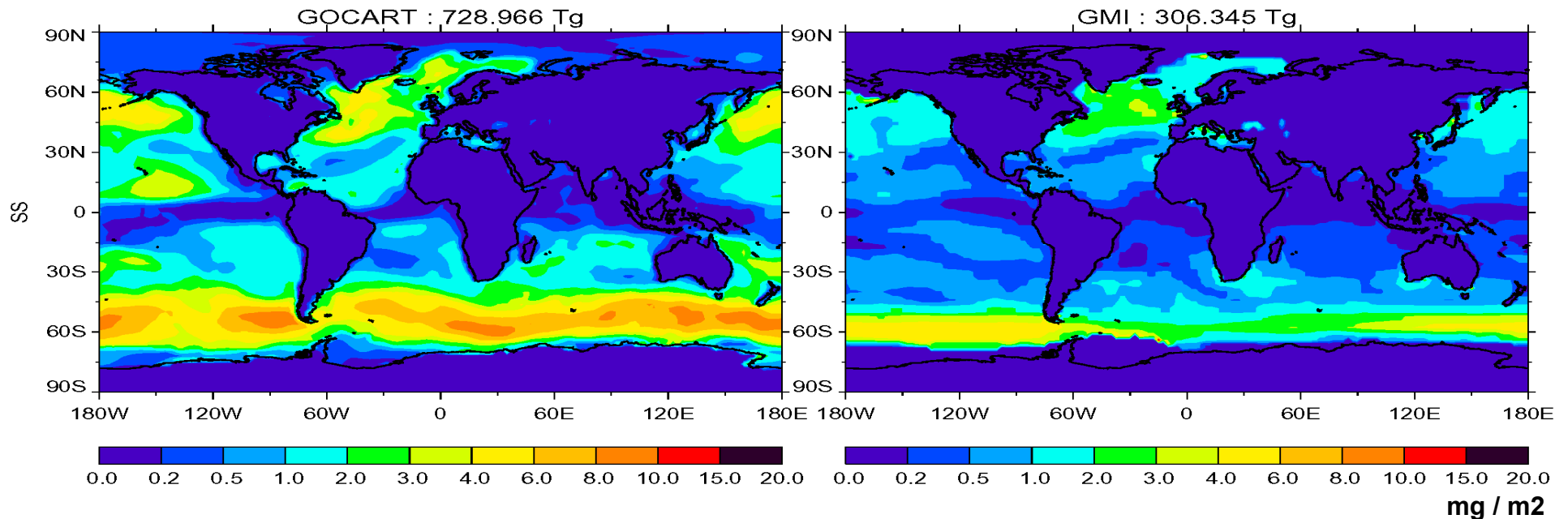
Emission

GOCART

Gong [1997] and Monahan [1986]
Online calculation
(from archived winds)

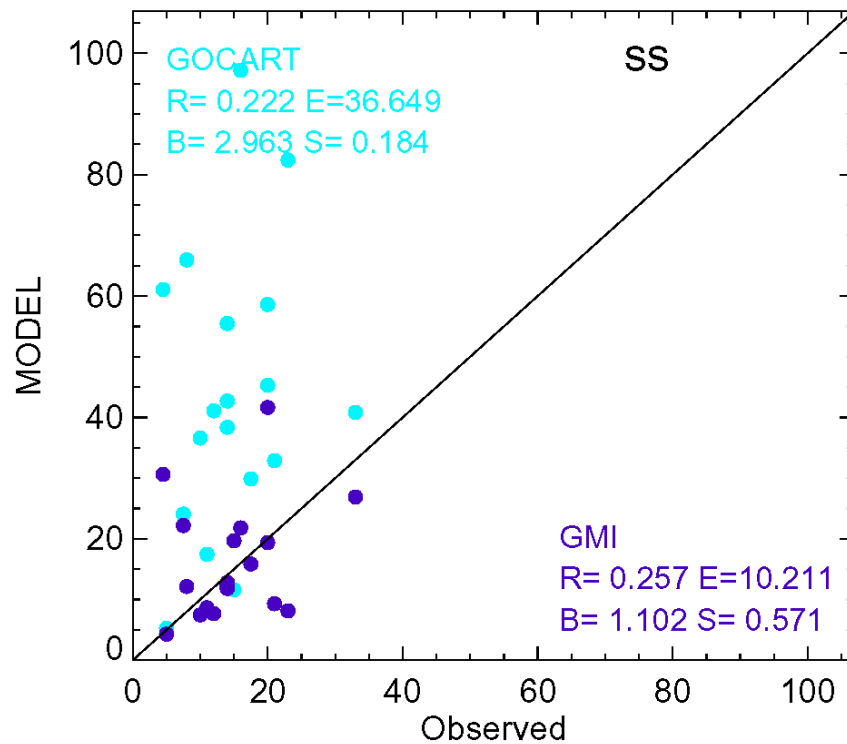
GMI

Same
Read in Gong's dataset
(monthly)

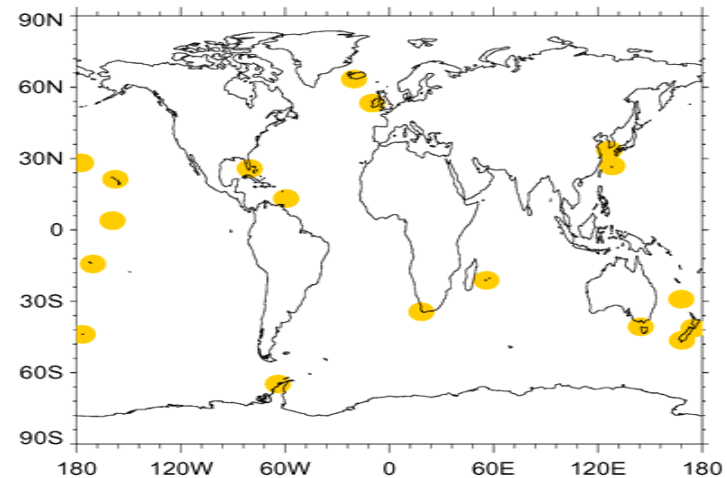


Model and observation comparison (Sea-salt surface mass)

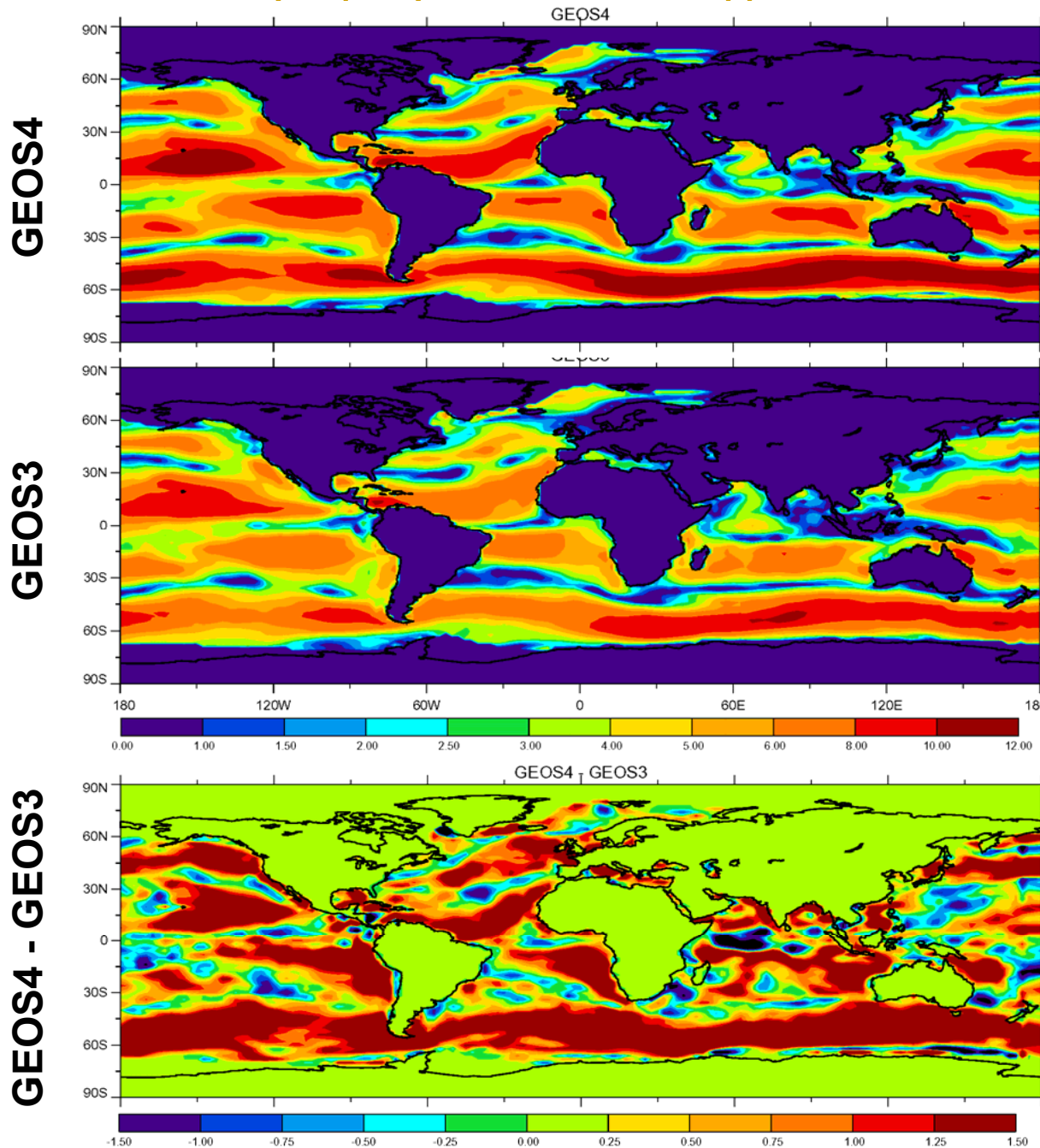
Global



Station sites

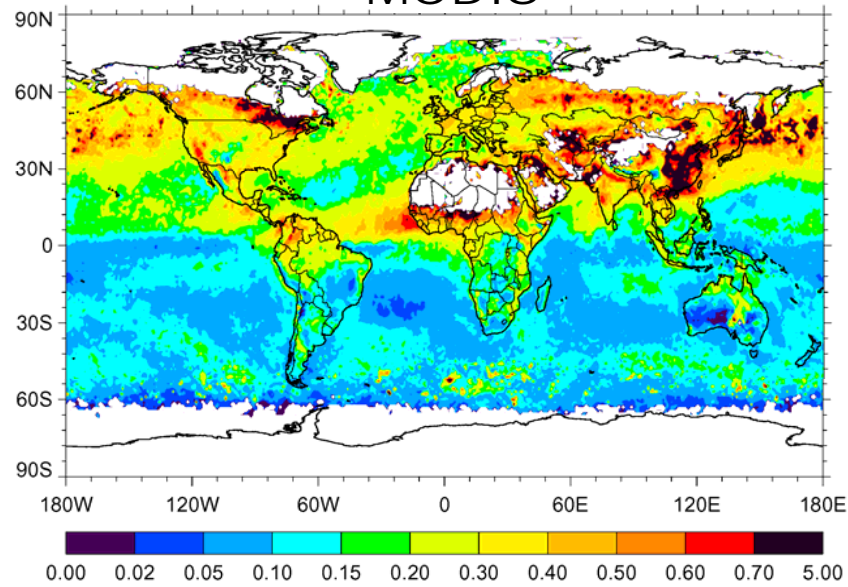


Ocean Wind ($\sqrt{u^2 + v^2}$)

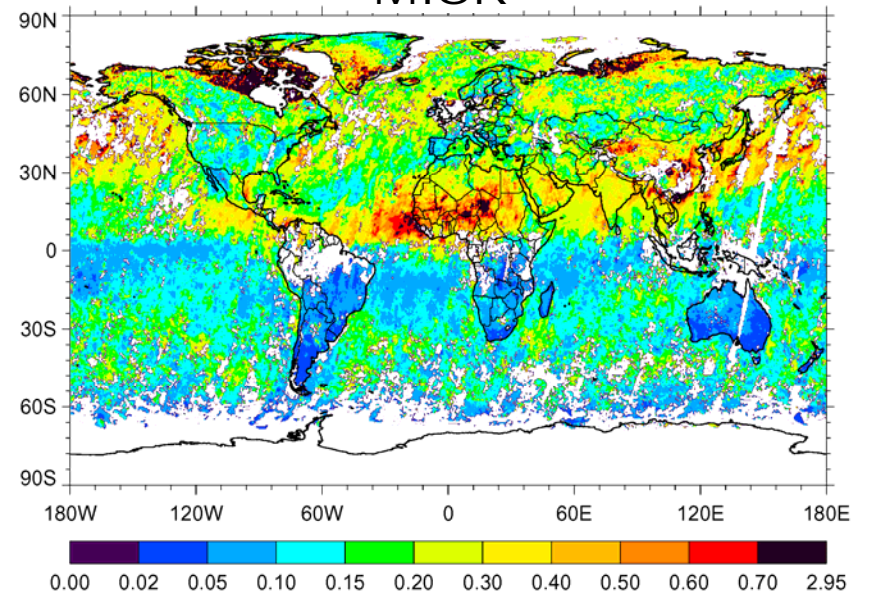


AOT at 550nm

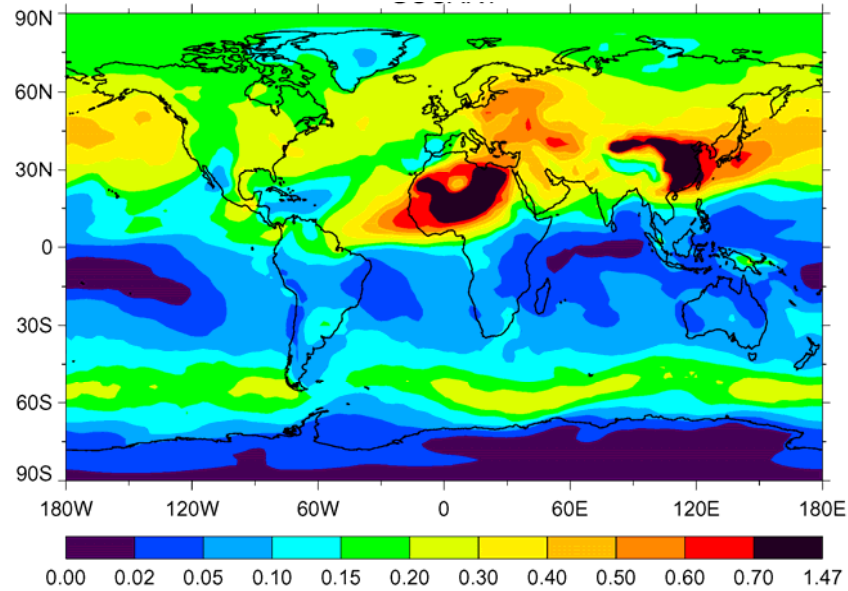
MODIS



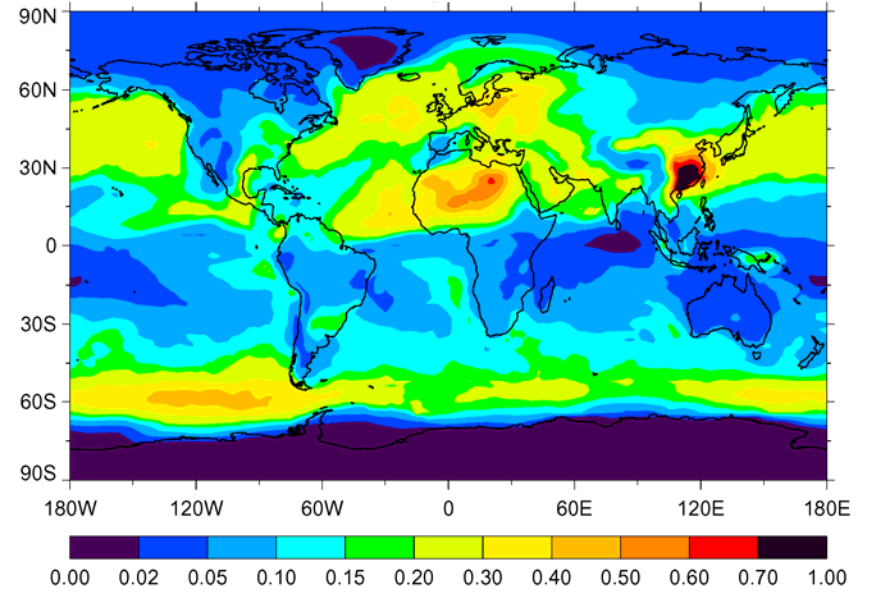
MISR



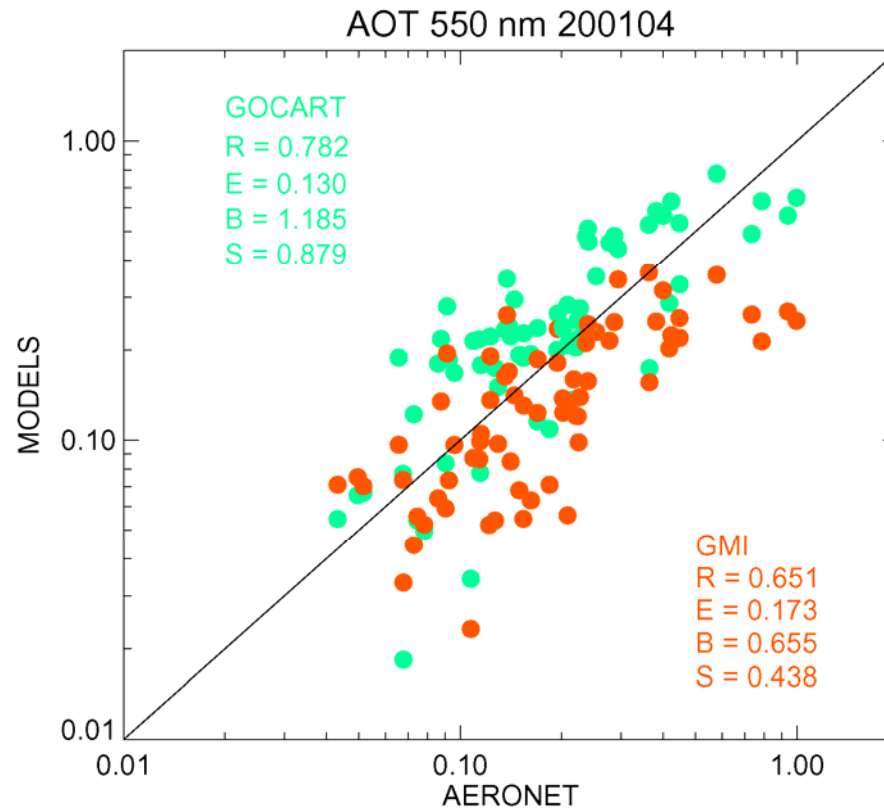
GOCART



GMI

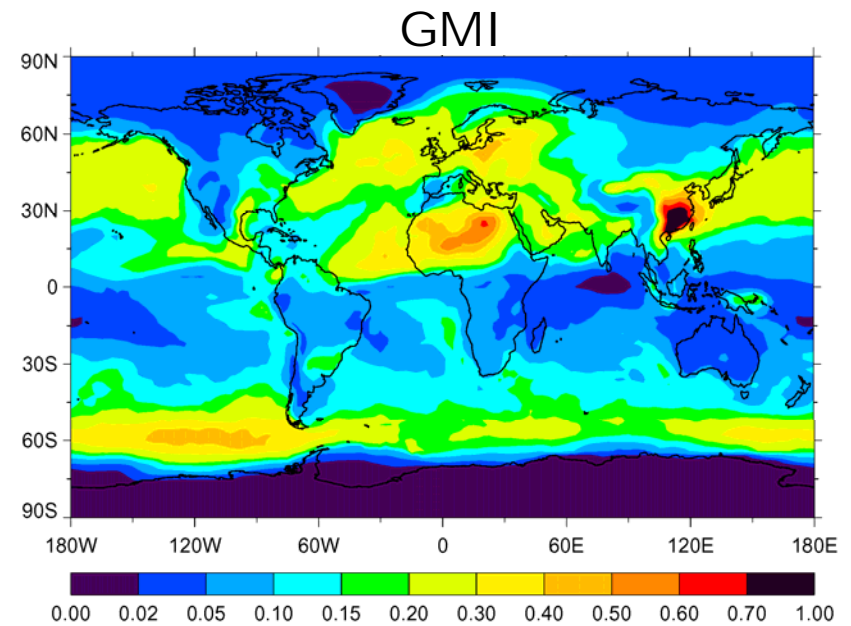
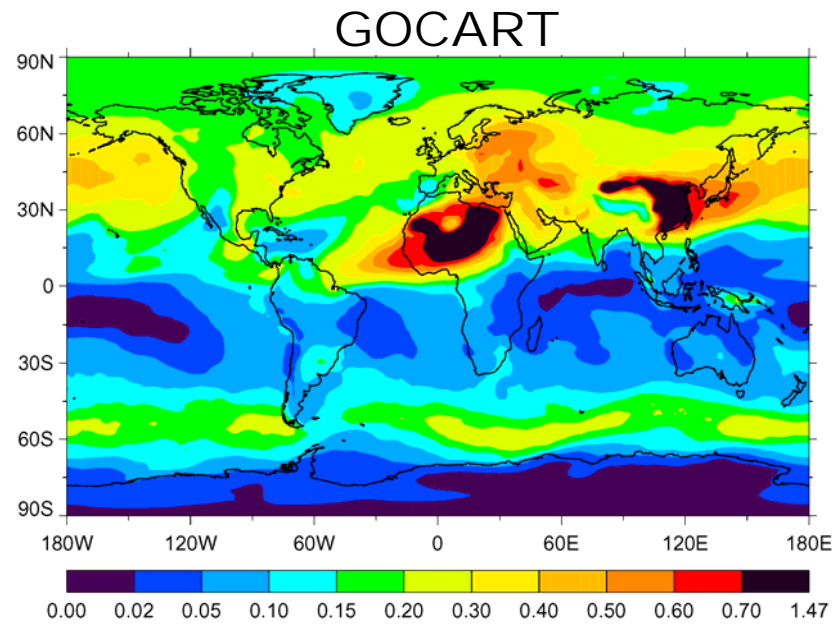


Comparison (model and AERONET)

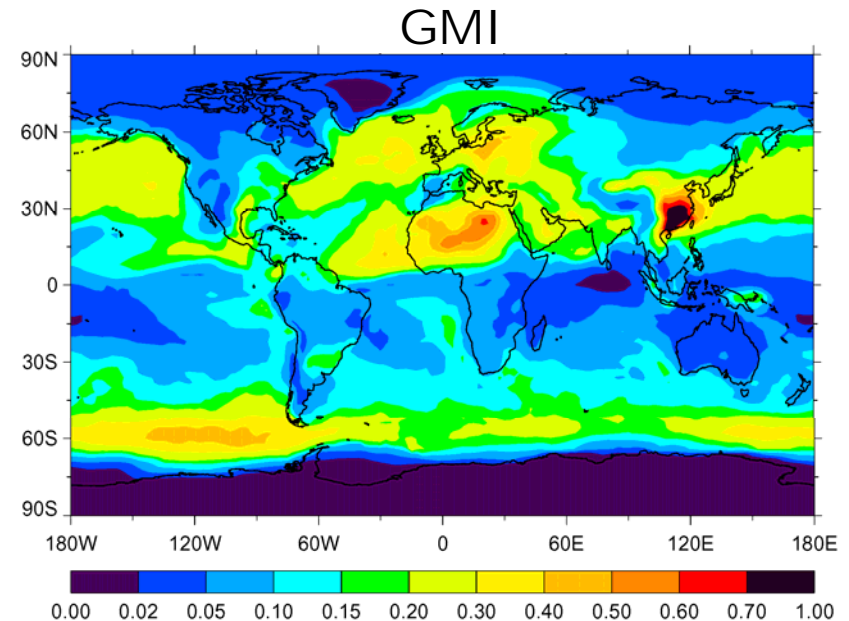
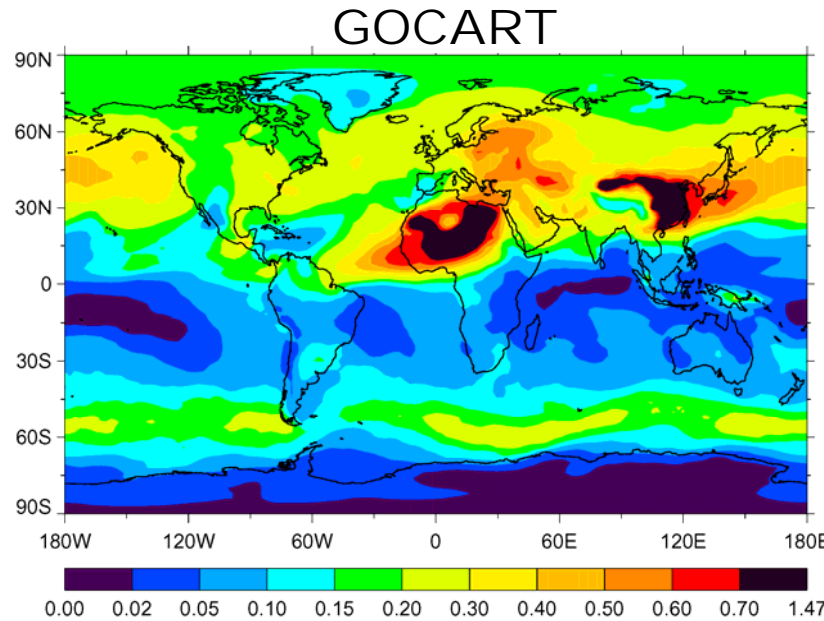


Compared with AERONET measurement, model AOT is globally higher for GOCART and lower for GMI.

Masses vs Optical Properties ?

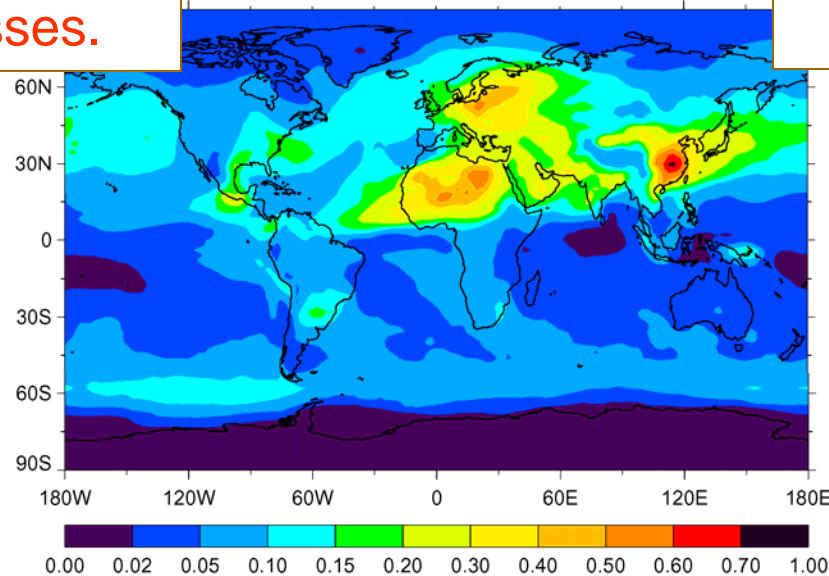


Masses vs Optical Properties ?



dAOT due to different
aerosol masses.

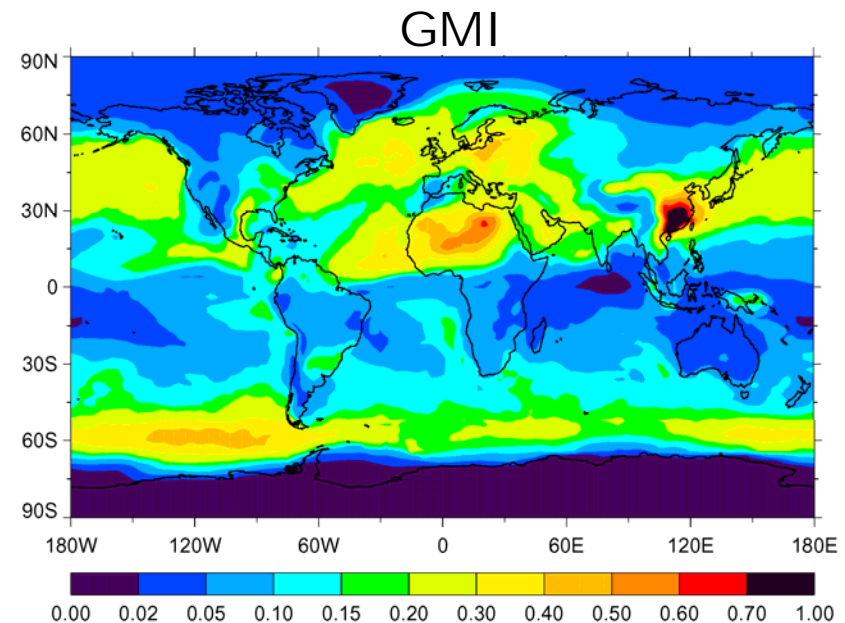
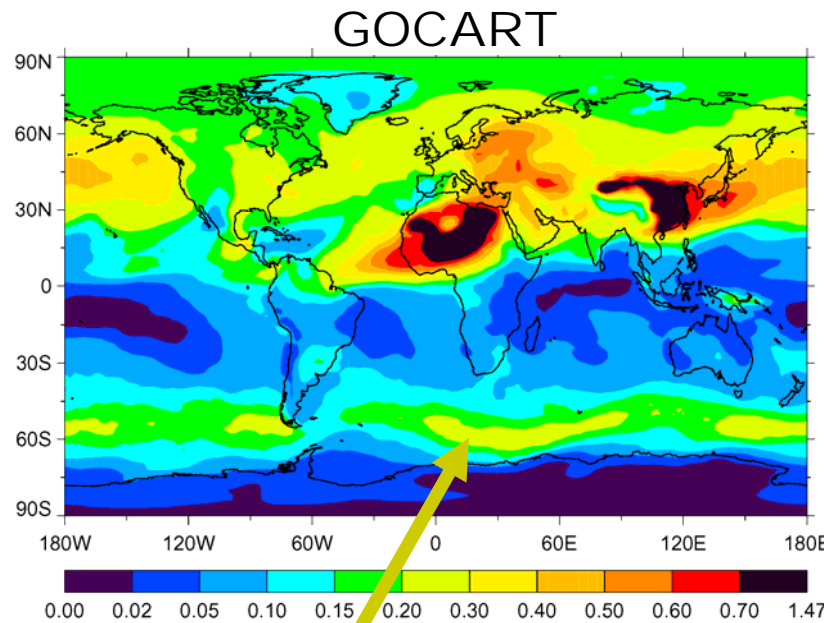
GMI-GOCART



dAOT due to different aerosol
optical properties.

GMI_GOCART: AOT
calculated using GMI
aerosol mass and
GOCART aerosol optical
properties.

Masses vs Optical Properties ?



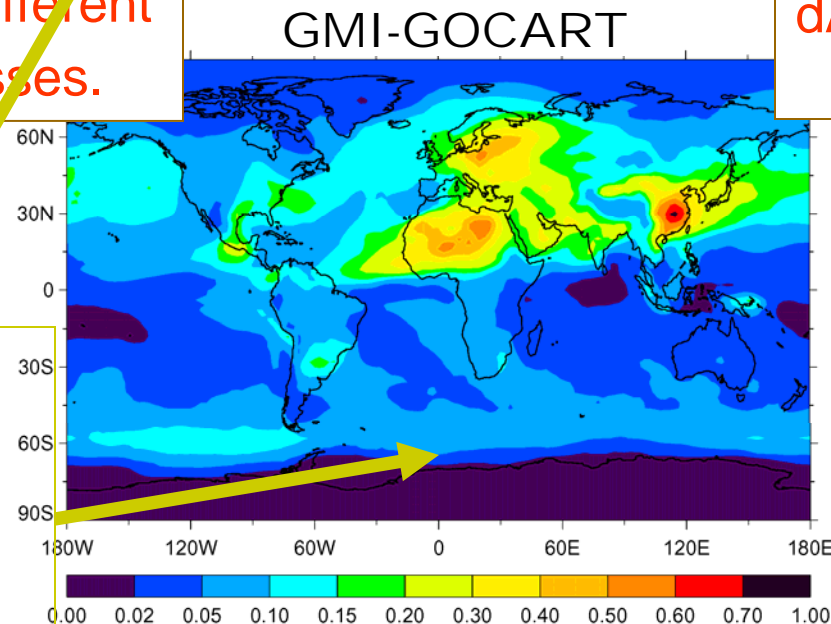
dAOT due to different aerosol masses.

dAOT due to different aerosol optical properties.

Sea-salt burden (Tg)

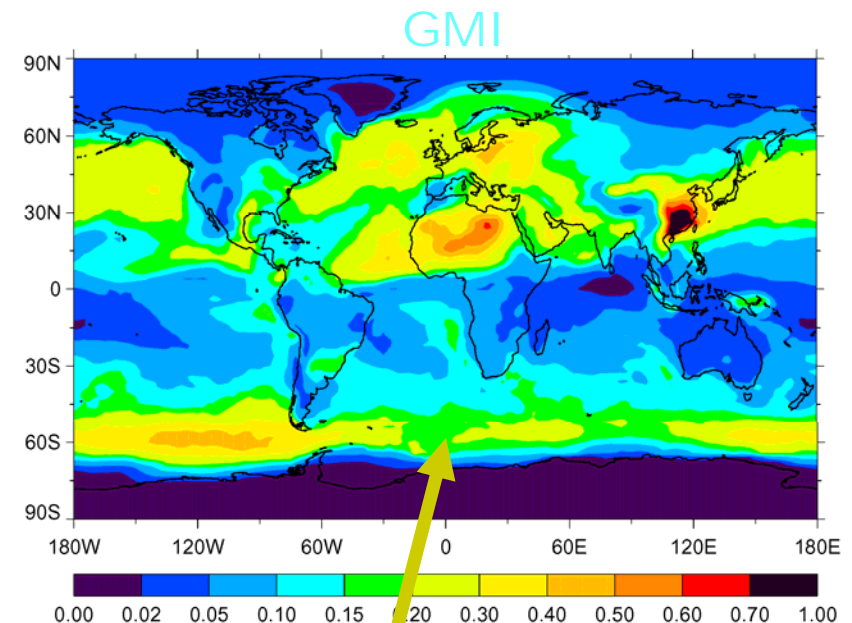
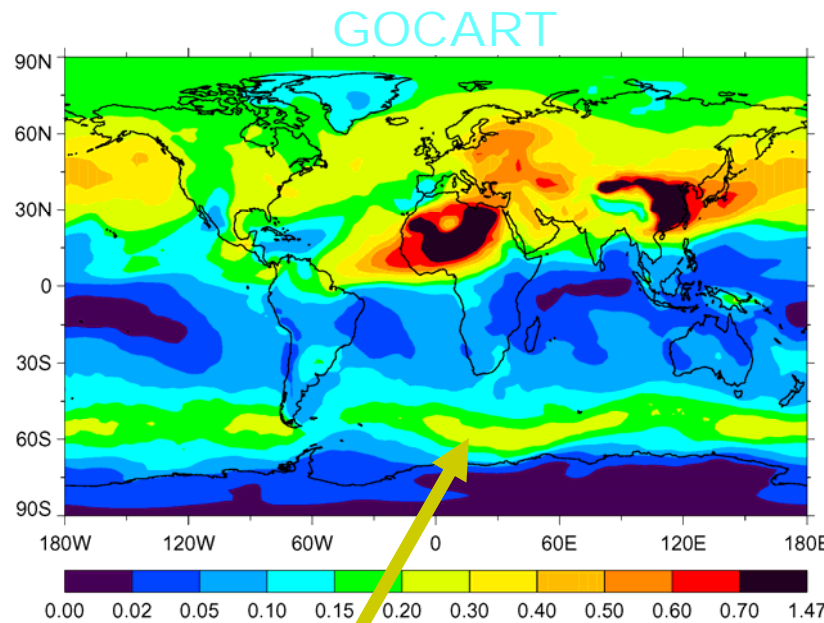
GOCART 18.1

GMI 4.8



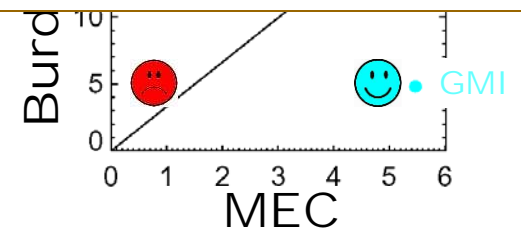
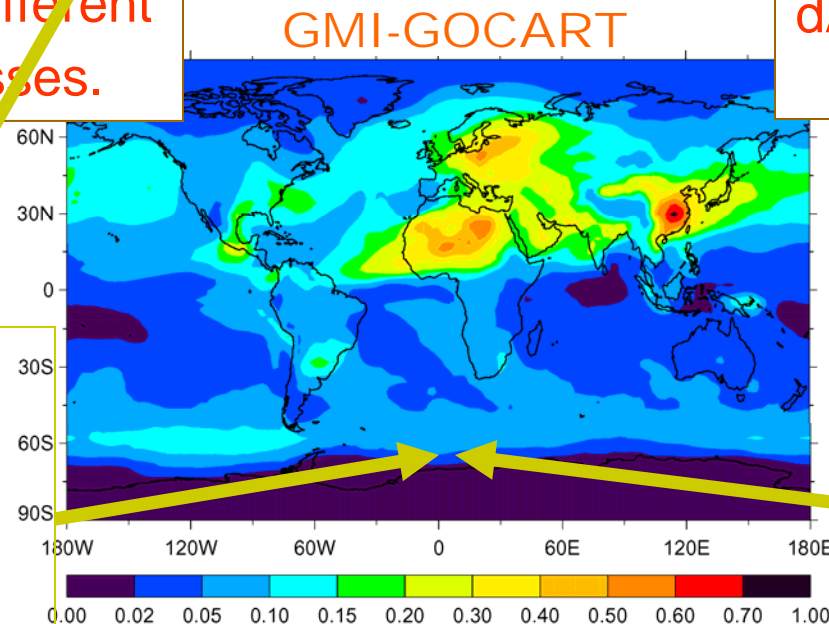
GMI_GOCART: AOT calculated using GMI aerosol mass and GOCART aerosol optical properties.

Masses vs Optical Properties ?



dAOT due to different aerosol masses.

dAOT due to different aerosol optical properties.



Sea-salt burden (Tg)

GOCART 18.1

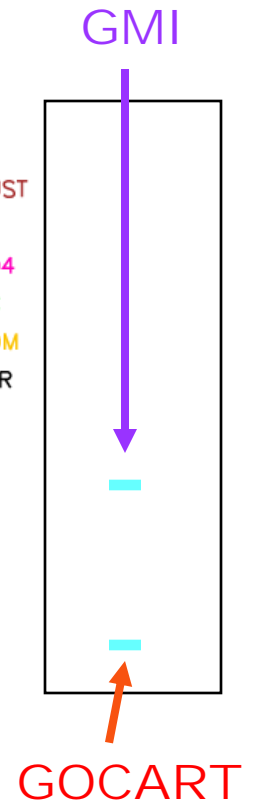
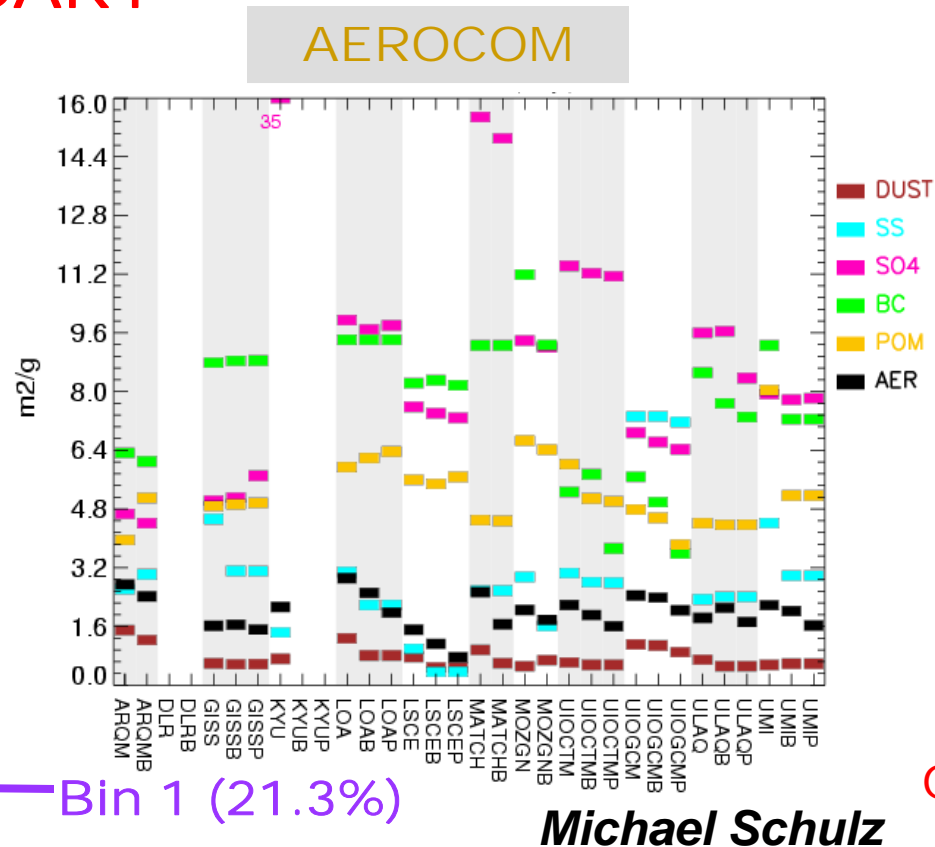
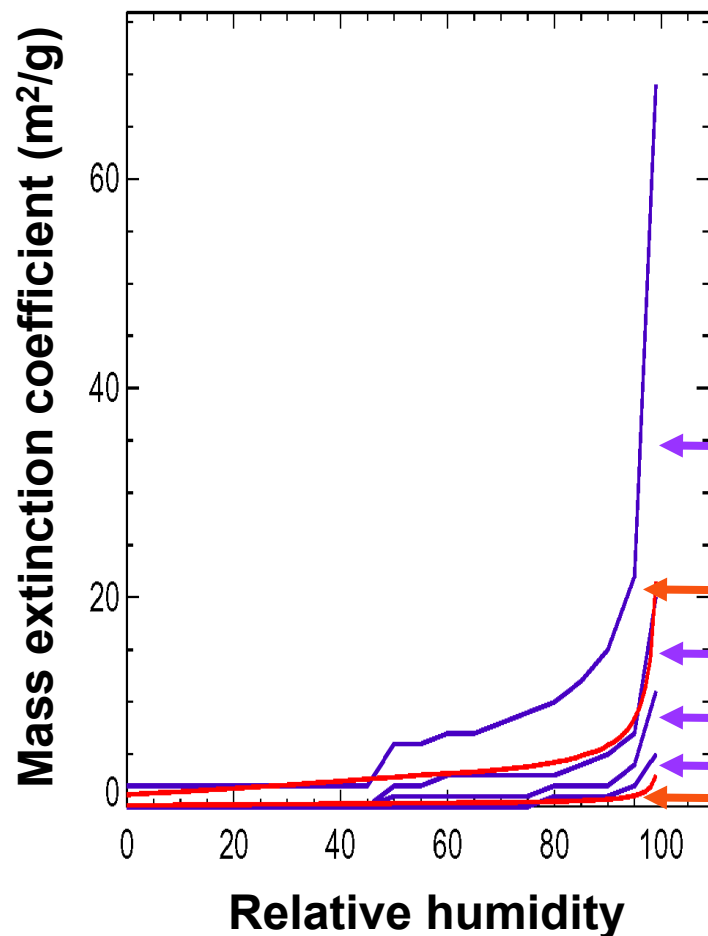
GMI 4.8

Sea-salt mean MEC (m²/g)

GOCART 0.90

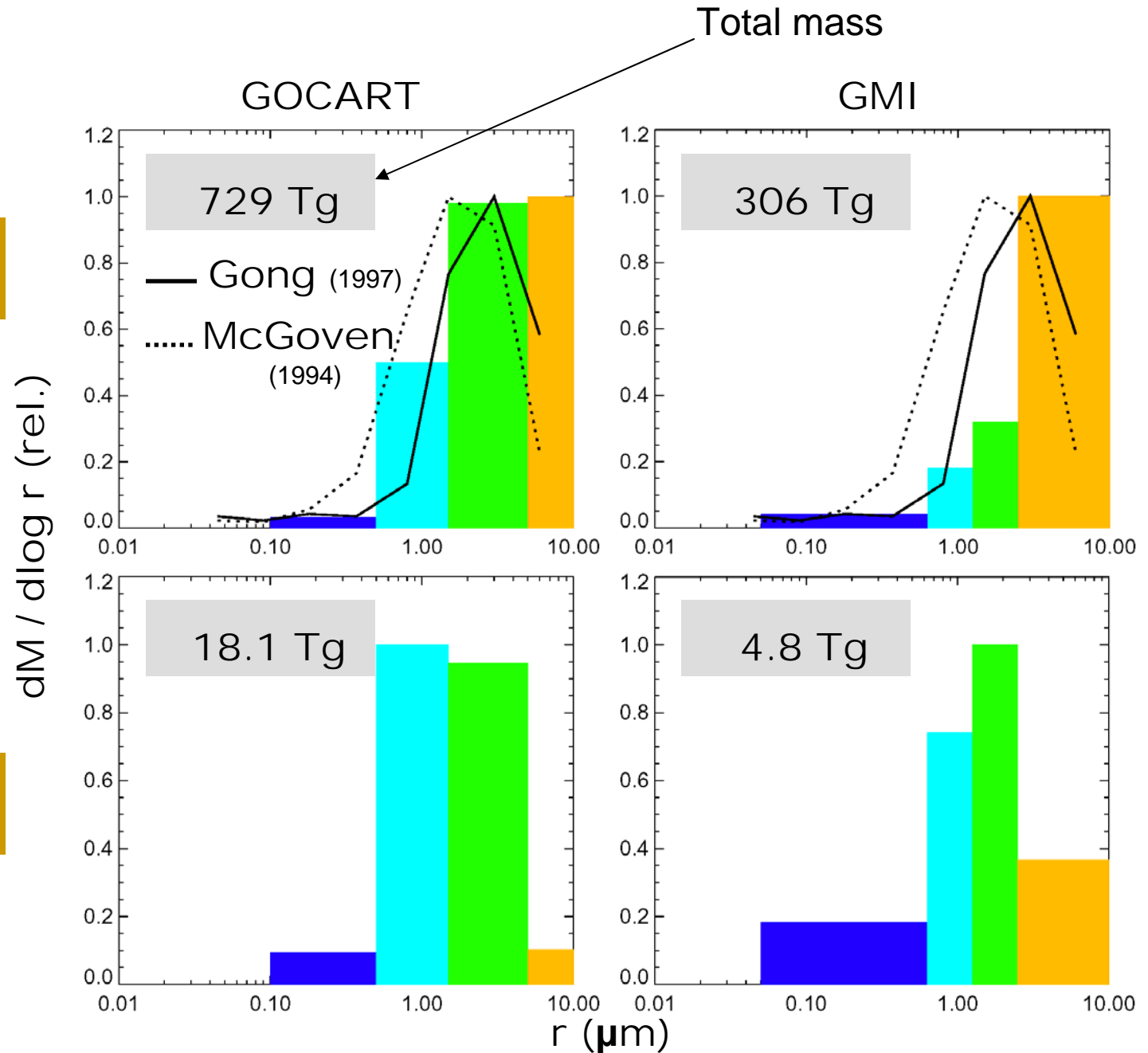
GMI 5.47

Sea-salt mass extinction coefficient used in GMI and GOCART



Sea-salt mass size distribution

EMISSION



Summary

1. There are significant difference between aerosol mass and AOT distributions simulated by GOCART and GMI, even if we use the same meteorological fields.
2. GOCART has an advantage in calculating emissions of DMS, dust, and sea salt on line and the emission reality is relied on the driven meteorological fields;
3. The lifetimes of aerosols in GMI are significantly lower than those in GOCART, which suggests the importance of different treatment of wet removal.
4. Model evaluation using AOT from satellite and AERONET is necessary, but not sufficient.